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VOL VII NR 10

NOVEMBER 1976

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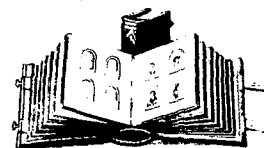
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DEECIE BICENTENIAL COMIX: August 1976 was the tenth anniversary of the Gazette. We celebrated by publishing a special edition filled with the humor and cartoons that lightened our pages during our first decade. You can get a copy for \$1, which is pretty cheap for a collector's item.

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WHY are soft drinks not available in the large-size returnable bottles in the Washington area? Large-size returnable bottles are available in the Midwest. They are available in the South.

Why cannot the supermarket companies in our area encourage, or perhaps demand, that bottlers in this area start bottling sodas in returnable large-size containers?

BUSING

First we should consider the antagonists in the controversy. From the media it is obvious that the two sides are represented mainly by people who have not had the full benefits of higher education. On the one hand, it seems, we have blacks who believe that anything in a white neighborhood is somehow inherently better, be it schools, hospitals, churches or any other institution. Having never been to a university for the most part, they are not aware of the quality of black teachers or black schools. On the other hand, we see primarily blue collar, hard working, lower middle class white families who now realize the folly of rejecting the benefits of public education. Education to them is a way up to a higher class status. They are against being bused to neighborhoods where they feel education is not viewed in this light.

There can be one and only one answer. Neighborhoods cannot move and it is doubtful that massive housing and employment programs can be accomplished at this point.

Further, it is almost a certainty that migration to the North will continue. The federal government must assure all citizens the opportunity for equal educational opportunity. Black teachers have much to of-

NATHANIEL A. DICKENS

IT would help the Post Office deficit if they would stop subsidizing religious organizations by letting them have less than two cent mailing privileges. It takes just as long to process this type as it does a first class letter.

WILLIAM R. SULLIVAN

I WISH to express my opposition to the budget request for \$56.7 million in capital expenditures which would be used to construct Phase I of the DC University in the Mt. Vernon Place area. This project simply cannot be justified at this time on fiscal grounds. The crisis facing this city today and in the foreseeable future demands that the city council exercise tight controls on any commitments for huge construction projects. This pending budget does not contain any funding request for Phase II -- which has been estimated at some \$70 million additional. But the process is familiar enough. The idea is to get initial commitment to a multi-stage capital project, and then watch the costs soar. We see it in military spending; we see it in office buildings; we see it in Metro.

I have serious questions about the feasibility of this facility ever being built for the amount being requested. Furthermore, I believe that the predicted op-

erating costs for fiscal year 1983, when it is scheduled to open, are questionable. The Mayor's budget estimates operating costs of some \$16.3 million in fiscal 1983. This is expressed in 1978 dollars. If we allow an annual increase of 10 percent to cover increased costs due to inflation and other causes, we can reasonably expect the Mt. Vernon campus to require about \$24 million in operations in 1983 -- if it opens on time. Consider the cost per student: it will cost \$7,300 for each of the 3,364 full-time equivalent students at the facility.

Compare this with the current undergraduate tuition charges at other local universities: Full-time tuition and fees total \$1,542 at Howard, and \$3,1976 at Catholic. Tuition at George Washington is \$2,701; at Georgetown it is \$2,900 and at American \$2,934. I recognize that these fees do not pay for the actual cost of providing instruction to the students, and that each student at these insitutions enjoys a degree of subsidization due to the other revenues received by their university.

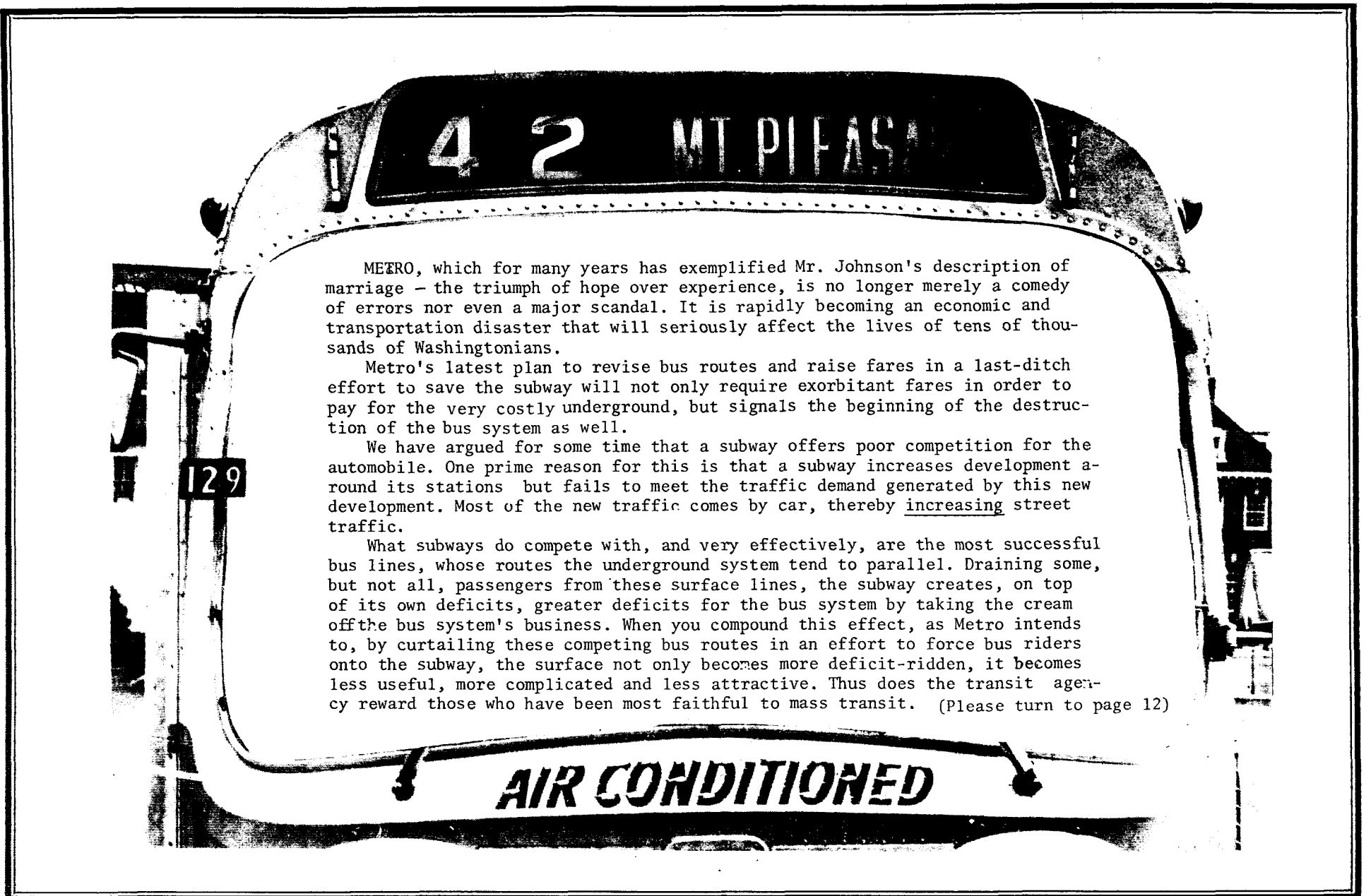
There is, however, no chance whatsoever that the students of D.C. University will pay charges approaching those just mentioned. As a result, their subsidy -- which will be paid by the city's taxpayers -- will be more substantial than the actual tuition fees paid by DC graduates who choose to pursue college work in these five schools (or in most other colleges) rather than at DC University. Therefore, I think that the issue of equity must be joined to that of fiscal prudence.

I would make several additional comments about the policy of constructing this costly project:

1. Building additional educational facilities at a time when colleges and universities are facing declining enrollments is like building more hospitals than there are sick persons.
2. It is debatable whether this project will anchor neighborhood redevelopment. I would like to see the analysis supporting this contention, since none of the universities mentioned above has been a notable catalyst for private development adjacent to its property.
3. Claims that 98 percent of the graduates of city educational institutions' will continue to live and work here are also questionable. If I were attending DC Teachers College, I doubt that I would expect to find employment with the DC school system which continues to speak of reductions of its number of teachers.
4. If the city's policy is to assure greater access to higher education for its graduates, it should put greater fiscal

(Please turn to page 13)





METRO, which for many years has exemplified Mr. Johnson's description of marriage — the triumph of hope over experience, is no longer merely a comedy of errors nor even a major scandal. It is rapidly becoming an economic and transportation disaster that will seriously affect the lives of tens of thousands of Washingtonians.

Metro's latest plan to revise bus routes and raise fares in a last-ditch effort to save the subway will not only require exorbitant fares in order to pay for the very costly underground, but signals the beginning of the destruction of the bus system as well.

We have argued for some time that a subway offers poor competition for the automobile. One prime reason for this is that a subway increases development around its stations but fails to meet the traffic demand generated by this new development. Most of the new traffic comes by car, thereby increasing street traffic.

What subways do compete with, and very effectively, are the most successful bus lines, whose routes the underground system tend to parallel. Draining some, but not all, passengers from these surface lines, the subway creates, on top of its own deficits, greater deficits for the bus system by taking the cream off the bus system's business. When you compound this effect, as Metro intends to, by curtailing these competing bus routes in an effort to force bus riders onto the subway, the surface not only becomes more deficit-ridden, it becomes less useful, more complicated and less attractive. Thus does the transit agency reward those who have been most faithful to mass transit. (Please turn to page 12)

AIR CONDITIONED

Losing the war on cancer

DAVID RORVIK

DESPITE official claims of "light at the end of the tunnel," growing evidence indicates that America is losing its multi-billion dollar "War on Cancer."

Born of the National Cancer Act of 1971, which sailed through Congress with only one dissenting vote in the Senate (Gaylord Nelson, D., Wisc.), the cancer war today is waged with a budget of nearly \$800 million a year, doled out by the nearly autonomous National Cancer Institute.

But while the budget steadily climbs and research programs multiply, numerous experts reluctantly concede that:

- The survival rate from most forms of cancer has improved little if at all over the past 20 years.
- The heavily promoted program of early detection shows no evidence of actually cutting cancer mortality.
- Cancer research is still aimed primarily at finding an elusive cure, rather than identifying and preventing environmental causes.

Dr. James Watson, the Nobel Prize winner whose discoveries in biology form the basis for much of our present-day cancer research, has called the National Cancer Act a "sham." He asserts that it has merely perpetuated pre-existing programs in greater scope with new money.

As for the National Cancer Institute's claims of steady progress, Watson charges that "The American public is being sold a nasty bill of goods. While they are being told about cancer cures, the cure rates have improved [since the 1950s] only about one percent."

The NCI points to impressive numbers

to justify its claims of progress. Dr. Frank Rauscher, NCI director, states, "The five-year survival rate for cancer patients in the 1930s was about one in five. Today the figure is one in three."

NCI's own statistics, however, reveal that most of the progress occurred before the early 1950s, in a period when cancer research funding was negligible. The most probable explanation for the pre-1955 improvement is the post-war introduction of blood transfusions and antibiotics -- both of which enable more victims to survive not cancer itself but cancer surgery and attendant infections.

Looking at the statistics since the 1950s, it is apparent that little progress has been made. The five-year survival rates for patients suffering from forms of cancer which make up two-thirds of all cases have increased by five percentage points or less. Among the three biggest killers, cancer of the colon and lung cancer survival has increased one percent and breast cancer survival shows a four percent increase.

In another category, survival rates for cancers of the sex organs, lip, bone and esophagus -- accounting for 12% of all cancer cases -- have actually declined since the 1950s.

Survival rates for cancers accounting for the remaining 22 percent have improved by more than five percent -- but not enough, say the critics, to justify calling cancer "one of the most curable of the major diseases," as claimed by the American Cancer Society.

Economist Morton Klein of the Department of Health, Education and Welfare, an acknowledged expert on cancer statistics, claims that credit is often taken by the NCI and ACS where no credit is due.

Klein says the much publicized suc-

cess of early detection in cutting cancer mortality is not backed up by statistical evidence. The "positive progress" that has been claimed for Pap smears in the early detection of cervical cancer, he says, is "not progress in terms of early detection or effective therapy. It just happens that the incidence -- the number of women coming down with cervical cancer -- has been declining dramatically for reasons no one understands.

"Those women who still get it," says Klein, "are not surviving any longer than they used to -- the mortality was declining at the same slope it is today well before Pap smears were used."

Removal of the uterus -- the routine treatment for cervical carcinoma in situ, suspected of being a precancerous condition -- has reduced the possible of cervical cancer occurring. However, there is no medical proof that carcinoma in situ would develop into cancer if left untreated.

Dr. Hardin B. Jones, a professor of physiology and medical physics at the University of California, Berkeley, has reached similar conclusions. Having painstakingly analyzed cancer statistics for decades, Jones concludes that "...no studies have established the much talked about relationship between early detection and favorable survival after treatment."

Jones adds that "neither the timing nor the extent of treatment of the true malignancies have appreciably altered the average course of the disease. 'The possibility exists,' he says, 'that treatment makes the average situation worse,' due to the acknowledged toxicity of many cancer treatments, among other factors.

Critics of the National Cancer Program charge that those in control, representing the varied interests of chemotherapy, radiotherapy, immunotherapy and virology, have systematically ignored overwhelming evidence that most cancers are caused by environmental factors and might be prevented.

This charge was supported by a recent report from a subcommittee of the National Cancer Program's highest level advisory board, which concluded:

(Please turn to page 13)

David Rorvik is investigating the politics of cancer research for the Alicia Patterson Foundation, of which he is a fellow.

Christopher Columbus was a rat

MARTIN BROWN

THE myth of Christopher Columbus' discovery of America has been frequently and convincingly punctured -- and yet it survives. But now, a new study of Columbus has appeared that adds insult to injury.

Columbus, it seems, not only wasn't the first European to sight the New World -- when he arrived he introduced to these shores all manner of mayhem, murder and greed.

In *Columbus: His Enterprise* (Monthly Review Press, 1976), Hans Koningsberger, a novelist turned historian, sets out to take a "cold and hard look at what Columbus was all about."

In the process -- involving examination of historical studies and the writings of Columbus and his contemporaries -- not even the most treasured schoolroom tradition survives: Columbus, says Koningsberger, was far from alone in believing that the earth was round. Most educated people of his time were convinced of the world's roundness.

Columbus -- a self-educated merchant seaman -- differed only in believing that the earth was much smaller than it is. His mistaken belief that Asia, rich with spices and exotica, lay just over the western horizon prompted his promotional campaign before the royal courts of Europe.

Spanish monarchs Ferdinand and Isabella, who finally granted Columbus funds for his expedition, knew little about sea exploration and considered the effort a shot in the dark -- worth the risk only because it was not very expensive -- says Koningsberger. They even agreed to Columbus' terms: 10 percent of all trade with Asia, admiralty over the western ocean and governorship of any newly found lands.

Landing in the New World, Columbus wrote in his log, "here is a people to be converted to our Holy Faith by love and friendship and not by force..." But in the same log he added, "should your Majesties command it, all the inhabitants could be taken away to Castile, or made slaves on the island. With fifty men we could subjugate them all and make them do whatever we want."

In fact, the natives of Haiti -- which Columbus thought was Asia -- would never be converted to Christianity, but would be subjugated and then exterminated by Columbus as he tried to squeeze the riches of the Orient out of the impoverished Arawak Indians.

Reporting to Ferdinand and Isabella on his first voyage, Columbus wrote, "hispaniola is a miracle. Mountains and hills, plains and pastures, are both fertile and beautiful...the harbors are unbelievably good and there are many wide rivers of which the majority contain gold...There are many spices, and great mines of gold and other metals..." As Koningsberger comments, "All of this was fantasy."

Later an agent of Columbus promised Ferdinand and Isabella, "On the next voyage the ships will carry away such quantities of gold that anyone who hears of it will be dumbfounded."

Tying to make good on his promise of unimaginable riches, Columbus quickly resorted to a system of brutal exploitation against the native Arawak Indians. According to Bishop de las Casas, a member of the expedition, the Indians were treated "not as beasts, for beasts are treated properly at times, but like the excrement in a public square."

Every Indian man, woman and child over 14 was required to collect gold for the Spaniards. Those who failed to bring in their quota had their hands chopped off. According to Koningsberger, "there are old Spanish prints that show this being done: the Indians stumble away, staring with

surprise at their arm stumps pulsing out blood." Indians who fled to the mountains were systematically hunted down with dogs and killed.

When there was no more gold, Columbus invented the New World slave trade. After rounding up 1,500 Arawaks, he found his ship had room for only 500. He chose the "best specimens" to send to Spain.

According to an eyewitness account, the Arawaks who were released, terror-stricken, "rushed in all directions like lunatics, women dropping and abandoning infants in the rush, running miles without stopping, fleeing across the mountains and rivers." The slave trade turned out to be unprofitable, for most of the slaves died.

Unable to stand the horrors of the new society, the Arawaks started to kill themselves in incidents of mass suicide, using casava poson. After two years of Columbus' administration, an estimated one-half of the entire population of Hispaniola had been killed or had killed themselves. According to Koningsberger, "twenty-five years later the entire nation had vanished from the earth. Not one Indian on the island had ever been converted to what Columbus called 'our Holy Faith.'"

When the Arawaks were gone, the Spaniards divided the island into huge estates and imported an estimated two million black slaves to work them. A century later, only 600,000 descendants survived.

Eventually subjected to a royal investigation for cruelty and inefficiency, Columbus was found guilty of mismanagement and was brought back to Spain in chains and in disgrace.

Mother Jones, 607 Market St., San Francisco, CA 94105 (415-495-6326), is a new national magazine for people seeking political, social and cultural change. It appears monthly and features analyses of today's various crises.

THE Africa Fund, 305 E. 46th St., NYC, NY 10017 (212-838-5030), has published a packet of information called "Angola Information Packet." Available for \$1.50.

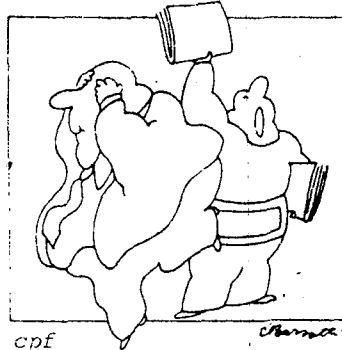
Self-Reliance is a new newsletter published by the Institute for Local Self-Reliance, 1717 18th St, NW, DC 20009 (202-232-4108). The newsletter will have an urban perspective and will include how to articles and reports on successful projects and new technologies. It will appear bimonthly at \$10.00 a year but you can get a copy of the first one by sending a self-addressed stamped envelope.

However, he never gave up the idea that he had found a western route to the Orient that would enrich Spain beyond the wildest dreams of the most ambitious monarchs. In his defense to Queen Isabella he wrote, "The gate is open for gold and pearls...and we can expect large quantities of precious stones, spices, and other things."

Is it worth telling the truth about Christopher Columbus?

Koningsberger obviously thinks it is. "Shouldn't we wind up that Enterprise of Columbus," he asks, "and start thinking of a truly New World?"

(Copyright Pacific News Service, 1976)



BY normal capitalistic standards, we should be cheering the death last month of two local alternative papers: Newsworks and the Washington Times. But we don't feel that way. We never looked upon them as competitors and, judging from the kind treatment of the Gazette in their columns, they shared our view. Our own vicissitudes and successes have always seemed independent of other publications, but we fear that the demise of these larger alternative papers may signal harder times for us as well. The survival of a Quicksilver Times or the Daily Rag or Newsworks indicated an environment in which a significant number of people were interested in change, believed it possible, and were engaged in it enough to read about it. Now the three horsemen of the status quo -- fatalism, indifference and smugness -- are in the saddle again and throughout the nation the alternative press -- with a few hardy exceptions, is in trouble.

We will try to keep sailing under bare poles. We're currently breaking even on an annual budget that wouldn't have kept Newsworks afloat for more than a couple of weeks. But Washington is now without an alternative political newspaper of circulation larger than our 3,000.

Significantly, the only healthy non-mass journalism here appeals to what the adpeople call 'up demographics': the successful biweeklies of Upper Northwest, the Washingtonian, Dossier and in the next few weeks, Calendar, a new slick freebee to be mailed to the "right" homes. That tells a lot about Washington.

The marketing experts would say that alternative journalism has simply become passe. The pseudo-hip features of papers like the Post have supplanted it. In strictly economic terms, this may be correct. But it may also be that it is when the public feels confident that it needs no alternative sources of information it needs them most.

This town has always been very resistant to suggestions that something might be wrong here. Attack the power structure in Washington and half your potential readership takes it personally. Attack the power structure of Washington in New York, Boston or San Francisco and your circulation rises.

This is an economic fact but, if anything, it increases the need for alternative voices in DC. With your help, we'll keep trying to do what we can. But we'll miss the encouragement that came from knowing that there were enough alternative-minded readers to permit more than one alternative paper here.

DC GAZETTE

1739 Connecticut Ave NW (#2)
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THE DC Gazette is published monthly except during the summer. Our deadline is the second Tuesday of the month except for ads which should be submitted by the third Tuesday. The Gazette is available by mail for \$6 a year. Single copies: 35¢. The Gazette is a member of the Alternative Press Syndicate.

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ALTERNATIVE TRANSIT - II

MARK LOVELACE

(This is the second part of an article on alternative transit. The first part dealt with dial-a-ride and jitneys.)

TAXIS

"Taxis are," writes Taxi Project head Emilio Ambasz, "the unsung heroes of urban transportation." In Washington, cabs are especially important and well-used. In DC taxis carry some 96,000 people a day (30% of the average bus ridership), compared to only 22,000 in San Francisco, a like-sized city with more transit options. There are more cabs per-capita in this city than anywhere else in the country.

In fact, the Washington cab industry is perhaps the most innovative in the country for a large city. DC has a relatively open market, with no strict entry restrictions and franchise expenses such as those in New York. The individual owner-operator dominates in Washington, unlike most cities where fleets such as Yellow and Checker control most operations. Cabbies in the District can work more or less when they wish, providing a good source of part-time jobs for students, retirees and people holding other jobs.

The primary innovation in taxi service in Washington was the institution of shared-ride during the gas crisis of early 1974. A driver can, without asking permission of the rider, pick up extra passengers as long as the original rider is not taken more than five blocks out of the way. Transportation researchers hail shared ride as a more effective and efficient use of taxis, and both the industry and passengers seem content with the system.

But Washington cab service also has its drawbacks. Taxis, here as elsewhere, add greatly to congestion, noise, and pollution in downtown. In Washington, radio-dispatched service does not work well because of the independent nature of operations. Four companies in DC have phone-hail service, but drivers are not obliged to answer the dispatcher's call. Thus, riders are often left for long times, or the requested cab may never show up. The mayor's taxi task force recommended at least part-time mandatory radio service for all drivers who have two-way radios in their cabs.

Also a problem is the undersupply of cabs during rush hours. The zone-fare system used in Washington allows no extra charge for time spent in traffic as do meter systems. Thus many drivers in DC feel that rush-hour driving is not worth the effort, leaving fewer cabs on the street at 5 pm when they are most needed than at 2 pm. The Public Service Commission has imposed an evening rush surcharge to help deal with this problem.

In addition, not everybody in Washington is served equally well by cabs. Taxis are often criticized for providing poor service into and out of lower-income areas. Skin color is considered a clue for some drivers to a person's income, as is age, and young blacks making street hails are sometimes ignored as a result. Drivers fear for their safety in some parts of the city; others may figure a black will not tip as well as a white passenger. People in wheelchairs are also ignored by drivers not willing to take the trouble to assist these passengers. One result of service refusal is that the same people who may need taxi service the most can not always get a cab despite the usually amply supply.

This points to another problem with taxi service, its high cost. The poor, handicapped, and elderly are surely the people in the city who can least afford the cost of taxis while badly needing service. For the elderly, handicapped and poor, subsidies could be made available by the city for regular taxi service, or dial-a-ride can be set up for these groups.

If the latter mode is used, reliable phone-hails will be ensured. Also possible is subsidized low-cost jitneys in the poorer areas of the city.

LIGHT-RAIL

Like the taxi, light-rail is an old form of mass transit that is being rediscovered. Considered outmoded and a nuisance to auto traffic only a few years ago, light-rail is now called "proven technology" and an attractive alternative to private cars. Boston and San Francisco are revitalizing old streetcar systems with new cars, and medium-sized cities like Dayton and Rochester are planning to build light-rail lines.

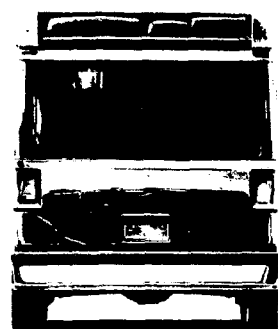
Light-rail's biggest attraction is its cost advantage over heavy-rail systems like Metro. Light-rail does not require as much tunneling or right-of-way acquisition. Instead, tracks can be laid on streets, either on the side or in the median. The tracks on M Street in Georgetown, for example, if in good enough condition, could be used for even the newest light-rail vehicles. As a result, light-rail construction costs range from \$2.5 to \$5 million per mile, compared to \$45 to \$55 million per mile for Metro. Stations, except when underground, do not need to be as elaborate as those for rapid-transit, saving both construction and station personnel costs. Both rail systems can operate with only one driver and no other on-board personnel, although subways in recent years have developed large security force requirements. New car costs are about the same (around \$260,000 per vehicle). Operating costs for light-rail are generally low, and on medium to high-density lines can be less than for conventional bus service on the same routes. In addition, much less construction time

is required for light-rail than has been the case for Metro, meaning service can begin more quickly.

There are also service advantages to light-rail. Studies show that rail transit in general is able to attract more passengers than conventional bus systems along the same routes. People perceive rail transit (heavy or light) as superior to buses because of the comfort and reduced travel time. Also, because of the lower construction costs, a much denser light-rail network with more interconnection of routes can be built for the same cost as a skeletal rapid transit system. Lines can branch out more, giving more potential riders close access to rail transit and reducing the need for transfer from other modes. Stations are also usually more closely spaced on light-rail systems.

According to transit researchers, however, light rail can not handle the high capacities that are required of transit lines in very large cities. A light-rail line can handle maximum loads of 5,000 to 20,000 passengers per hour past one point, compared to 10,000 to 40,000 for heavy-rail transit. Considering the large numbers of workers in Washington's downtown and federal complexes, a totally light-rail Metro could probably not handle the crunch at rush hour. Heavy-rail has higher capacity because of its higher operating speeds and fewer stops, allowing more cars in service at one time. In addition, light-rail usually requires overhead electric lines, obstructions often considered to be aesthetically displeasing. Pollution and noise levels are about the same for both systems, and are considerably lower than those for conventional buses.

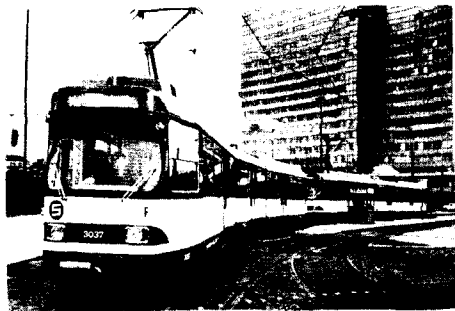
There are several possible applications for light-rail in the Washington area. First, outlying parts of the Metro system, which are also the last ones scheduled for completion, might be better served by light-rail. In these areas high-capacity is not so important because of lower residential densities. On the other hand, these are the same areas of metropolitan Washington from which riders are most needed in order to relieve pollution and congestion in the city. It thus seems that a light-rail network through much of



FIVE prototype taxis have been on display at the Museum of Modern Art's "Taxi Project" exhibit. Three are from European manufacturers (Vovo, Volkswagon and Alfa Romeo) and two, both equipped with steam engines as required by UMTA, are American built (by Steam Power Systems and AMF). In contrast with the standard American taxi, usually nothing more than a sedan designed for family use, these taxis are squarish in shape, being shorter for more maneuverability and higher for more comfort. Seats generally appear to be better designed for passenger and driver comfort. Portable ramps, very wide side doors and ample interior room are built into the vehicles to aid people in wheelchairs or mothers with strollers. Wider, larger windows enhance visibility.

Taxis are serious contributors to pollution in urban areas, and the prototype engines address this problem. The two steam-powered engines are especially low in pollutants, for example, but the Volkswagen engine, built in a modification of the standard minibus body, is a hybrid electric gas system. During acceleration, the gas engine assists the electric motor to save the battery, but at medium cruising speeds (up to 43.5 mph) the electric motor can work alone. Over that speed, the engines again work together and any extra power by the gas engine charges the battery.

Operating and maintenance costs are said to be low for all the vehicles, but this claim is yet to be tested. The vehicles are also said to be affordable to cab companies, but that also remains to be seen. Nevertheless, the exhibit marks the first serious attempt in the United States to design and build a vehicle specifically for use as an urban taxi, a mode of transportation that has potentially far greater importance in public transportation.



WHEN planners talk about reintroducing streetcars to urban areas, they are usually talking about bringing the trolleys of the past out of mothballs to provide the bumpy, rough service that has largely disappeared. Proposed instead is "light-rail," -- new cars, greater comfort and less interference with vehicular traffic.

Modern trolleys, introduced in Europe and now built in the U.S. by Boeing-Vertol, give the passenger a ride that is comparable to heavy-rail subway systems. The smoothness of the ride largely depends on the condition of the rail. Inside, cars could be fairly similar to modern subway cars -- well lit with padded seats and ample legroom. Modern trolleys are not as wide as heavy-rail vehicles, and hold slightly fewer passengers per car.

Electric power can come from one of two sources. Overhead wires are used in most cities, but these need not be as unsightly as in the past. Fewer supports can be used. Underground conduits can provide power along a "third rail."

For safety and shorter travel times, light-rail lines can be placed in protected or marked right-of-way on the sides of streets or in the middle. As much grade separation as possible is desirable. Light-rail street crossings could have flashing gates such as those used for regular railroads as well as prioritized traffic signal lights.

Light-rail is generally even quieter than conventional rail transit, and both are quieter than conventional buses. Visual intrusion is much less for light-rail than for a highway. Light-rail also uses less electricity than heavy-rail, thus reducing costs and pollution at the power source.

the suburbs, could serve as a superior feeder service to main Metro lines.

Second, assuming the entire Metro system is completed, light-rail lines could be laid to serve areas in DC where there is no rapid transit. The purpose is not to compete with Metro, but to supplement it. A proposal for such a system was submitted in March, 1975 by a volunteer group led by Joseph Bosco, a Washington attorney and former US Department of Transportation official. This group suggested a basic light-rail route to run from the Rosslyn Metro station, over Key Bridge and east to 14th Street. From this point, it would run both north and south, almost entirely on 14th, between Carter Barron and the Smithsonian Metro station near 12th and Independence. These lines could bring rail service to Georgetown and the 14th Street riot corridor, perhaps enhancing the redevelopment of the latter. Total construction of this system including 30 new cars would cost from \$24 to \$30 million, less than an average mile of Metro.

Three other routes were also suggested in the proposal, all in areas not to be served by Metro: a park-and-ride service from Glen Echo, running on the existing old Cabin John trolley line; up Wisconsin Avenue to the Tenley Circle Metro station, serving a high-density residential area; and up Rhode Island Avenue and over to Fort Lincoln. Although the study concentrated more on the Rosslyn-SW Mall-Carter Barron proposal, capital costs for the 13.5 miles for both the Cabin John and Rhode Island routes using new cars was estimated to be a maximum of \$58.2 million. A little more than one mile of Metro track could be laid for the same amount.

The Bosco plan was enthusiastically received in some quarters when it was submitted in 1975. Wolf von Eckardt of the *Post* devoted a column to the possible trolley renaissance, for example. Government officials expressed interest in the proposal, and City Councilmember Jerry Moore's transportation committee took it under consideration. The sharpest reaction was from then-Metro general manager Jackson Graham, who "used a barnyard phrase to describe his own opposition to the reintroduction of modern trolleys in Washington," the *Post* reported. Since that time, no more action has been taken by local or federal officials on the proposal.

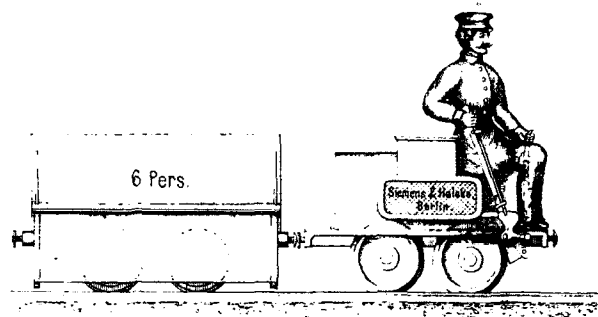
A third possible use of light-rail will be formally proposed later this year by a committee headed by Charles Schneider of the Citizens Association of Georgetown. The plan will propose the reinstituting of streetcar service on the tracks still

uncovered on M Street and Pennsylvania Avenue down to Washington Circle. Schneider said he hoped the vehicles used could be refurbished European trolleys of the type that would "blend in with the character of Georgetown." Although the final plan is not yet drafted, Schneider offered a \$1 million estimate for capital costs to renovate the track and purchase vehicles. The route would serve people going to Georgetown for shopping and entertainment -- not to further the development of the area, but to reduce existing congestion. The end of the line at Washington Circle would be a block from the Foggy Bottom Metro station. Also under consideration, said Schneider is

a loop on O and P Streets from Wisconsin Avenue to the university.

Jitnies, dial-a-ride, light-rail and taxis have great potential for use in this area. All four modes are able to reach and attract more riders than conventional transit, yet do not necessarily cost more and could well cost less to build and operate. Each can work as a feeder to conventional transit, replace buses at less cost, and provide better mobility around the neighborhood or the entire region. Metro has itself expressed little interest and sometimes opposition to alternative transit innovations, but all four modes demand full consideration by this area.

Metro is now looking for funds to complete its system, and will surely go to the Department of Transportation and the local jurisdictions for more contributions. If UMTA is paying any attention to its own staff and consultants, the agency must insist that before any more funds are made available for construction, Metro fully explore use of jitneys and taxis on neighborhood loops or as replacements for some bus routes, use of smaller vehicles to penetrate residential areas for transit riders, and use of lower-cost light-rail where possible, perhaps replacing parts of the proposed Metro system. Local officials, particularly those on the Metro board, must themselves know the possibilities of alternative transit. Board members must also demand from WMATA staff fair analysis of the potential role of the four modes in the total regional mass transit system. Metro can no longer afford to be so stubborn in defense of its plans and operations, which for all their expense could be outmoded by alternative transit.



A fiscal fable for our times

JOHN CRANFORD

(This story is truer than you think.)

ONE day this past June, the Mayor and His Budget Authority huddled in a back room of city hall -- not in The Mayor's plus conference room where someone might overhear them, for the matter was too important: how to save the city from impending financial doom.

Just like New York City and Lockheed, The Budget Authority told The Mayor their city was going under. Unless something was done, the city would be a billion dollars in debt by 1980.

The Mayor stifled a gasp, deftly muffling the gag in his throat with a slight cough, and suggested the two of them get down to business.

"Well, B.A. is this 1980 estimate really right?"

"Yes, sir, Mr. Mayor. It's clear that we must design a cogent, fiscally sound approach to more complete, more efficient, city-provided services..."

"Save that stuff for the news conference. What do you mean?"

"The key is there, Mr. Mayor, in 'city-provided.' We've got to cut our losses..."

"But if we cut services, they'll cut my throat."

"Exactly, Mr. Mayor. We have to paint DC as a poor, little beleaguered..."

"Orphaned?"

"Orphaned, precisely. A poor, little beleaguered, orphaned enclave, trying to support three times as many people with half as many resources..."

"You mean, we try the commuter tax again?"

"If we were a state, Mr. Mayor, we would have a commuter tax; but that's just the point, we're not. So, we should have to pay for services a state provides."

"Like what?"

"Prisons, colleges, welfare, unemployment coverage, schools, courts. Boston and Dallas don't pay for those things; no city does. Those services are paid out of state budgets, from state taxes. The cities complain they don't have the resources to pay for those things, so the states pick up the tab. Simple."

"B.A., you're brilliant. We'll say we've been paying this all along, and shouldn't have. It's no wonder we're running up a deficit. If the people want those services, they'll just have to petition the state... Wait a minute, there is no state here; there's just the Feds...I feel sick again."

"No, don't you see. The Feds are our 'surrogate' state. It's their responsibility to foot that bill. If we can just convince them..."

The Mayor began to smile for the first time that day as he and The B.A. began to compile a long list of things to bill to Uncle Sam. Turn over Lorton Complex -- all of it -- to the Feds; no city pays for a long-term prison system, The B.A. argued.

"But if we do that," The Mayor lamented, "they might send our prisoners to Leavenworth instead of Lorton."

The B.A. said the city could retain administrative control, and The Mayor



LOOKING BACK

THIS peaceful country road about the turn of the century is today's Georgia Avenue, probably somewhere between Missouri Avenue and the District line. This section was known as Seventh Street Road, a continuation of Brightwood Avenue and Seventh Street, and was a major route for travel in and out of the city. Note the streetcar tracks at left. (Library of Congress photo) - KATHY SMITH

nodded: "Yes! Yes. It'll be just like getting an allowance; we can spend it as we want."

And there was more: D.C. Village, Forest Haven and Glenn Dale Hospital. And Medicaid and welfare.

"As a matter of fact, Mr. Mayor, New York City, and look at that mess, is the only other city with its own higher education system. Maybe we should get the Feds to pay for that, too."

"Right you are, B.A. Those are state responsibilities, and we damn well shouldn't have to foot the costs."

As the afternoon wore on, though, The Budget Authority's pencil became less and less sharp, and The Mayor began to sweat again. The deficit was not going away.

"We've got to get rid of some administrative costs," The B.A. signed.

"But we can't just cut the payroll; if we put those people out of work, I'll have to leave town."

"No, Mr. Mayor, but we can move the jobs to private industry. We can contract for maintenance and garbage pickup, just like we do for street repairs. The garbage haulers we hire to do the job will have to find workers somewhere, why not from the people we lay off? Let those unions deal with real management for a change."

"These things are all going to take time," The Mayor said.

"Yes, but there are things we can do right now. For instance, we can charge more for the services we charge for now, and even start charging fees for some things."

"Like what," The Mayor asked, a frown erasing his jack-o-lantern grin.

"Well, to begin with, we have to keep

in mind that these charges could be sold as interim measures, until the long-range shifting of financial responsibility could be accomplished." The B.A. measured his words carefully and The Mayor's chagrin eased.

"What do you think would be good things to charge for?"

"We could raise bus fares and inspection fees. Parking and license charges could be increased easily. And ambulances. We could charge for emergency ambulance service."

His Budget Authority was rolling now and the Mayor relaxed. "About those ambulances -- let's try that this year. It's something I've thought about before. After all, it is a pretty specialized service, and we could charge just under what private companies charge -- that would keep the people happy. It also might cut down on the number of false emergency calls, if people had to pay. I'm getting sick of hearing those screaming sirens at all hours of the day anyway."

So, it was almost done, but for two big items that the B.A. was worried might still drag the city down for the third time. "We've got to have a separate school district and transportation district. Let them worry about the costs and the administrative headaches. If Metro and the School Board want to run their own show, let them raise their own damn taxes."

"B.A., you're right. I hate to say this, but we've got to get that school system as far out of the city government as we can. And, I'm tired of Metro's deficits. Besides look at how much we can save. Let somebody else levy the taxes. I don't want to raise them anymore. Christ,

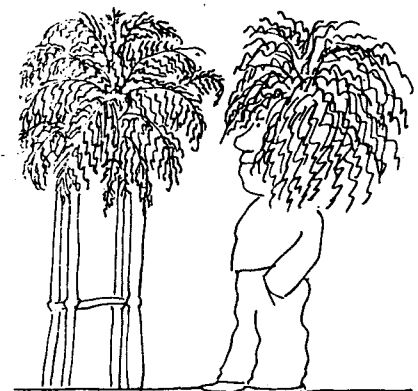
I'm paying as much as I can afford now, myself."

The B.A. nodded, and put down his pencil. "There is just one more thing, Mr. Mayor. What about this year?"

The Mayor paled again slightly; the new budget had to be released in just eight weeks. How could he keep from raising taxes? Then his face began to light up: "This is a tough business, B.A. We've been backed into a corner, and beat down; you showed me that this afternoon. It's up to the Feds to put it right; they're the reason we're in this mess to begin with. If we're going to win this one, we've got to come out swinging. It'll be a gamble, but..."

"What are you getting at, Mr. Mayor? How will we force their hand so soon? Why will they want to play along?"

The Mayor knew the odds were long, but as he warmed to the thought of pitting his wits and strategic acumen against the Congress a grin creased his face: "Simple, we give them a budget that's \$50 or so million short. Then we'll watch them squirm."



DC DIARY

WW TO THE COURT OF ST. JAMES?

The Star Almost Thrives

THE POST AND THE PRESSMEN

I HATE to get started this way but I feel compelled to mention a most disturbing recent rumor: that hizoner is speculating upon the chances of getting an ambassadorship prior to the end of his term. This would save him the embarrassment of having to run for reelection and would automatically elevate Sterling Tucker to the mayorship from whence he could run for election a few months later as an incumbent.

This may be merely idle talk, but it is frightening nonetheless. Council chairman Tucker would have a difficult battle for mayor if Marion Barry decided to enter the race. Mayor Tucker, running for what would be perceived as reelection, would be another matter.

Mayor Tucker. The mere phrase should be enough to make even Stephen Currier turn over in his grave. Currier, you'll recall, is the fellow who allegedly was so concerned about the safety of Tucker during the civil rights days that he offered to set up a trust fund for Tucker's children. Unfortunately, Currier died in a plane crash before he managed to set the noble project down on paper and settle minor details like how you establish personal trusts with money from a tax-exempt foundation, but we have Sterling's word that that is what he meant, and, in any case, that is what happened a year after Currier's death. Star reporter Kenneth Walker uncovered the \$25,000 trust story, one of the better exposes of the season, but the Post, which considers Tucker as one of its protectors, refrained from taking note of the peculiar affair until the politically embarrassed chairman offered to give the money back. Obviously, Tucker had found the story newsworthy. So had a number of Tucker's compatriots who actually had gone to jail during the sixties and otherwise exposed themselves to considerably more danger than Tucker. Why, some wondered, had no white liberal offered to look after their children?

The trust fund story led to a rare resurrection of Tucker's earlier tax troubles -- for which he was forgiven by President Johnson just in time to become a symbol of urban responsibility as a member of the appointed city council. Together with the extraordinary largesse bestowed upon Sterling by business and real estate interests during his virtually unopposed race for city council chairman, these tales suggest the one potential attribute of Tucker as mayor: he seems to have little trouble raising money when he needs it. Given the decrepit finances of the city, this is nothing to sneeze at.

In other respects, the prospect is less pleasing. I was reminded of this watching the chairman handle the political problems involved in Julius Hobson's modest proposal that the people of the city be allowed to vote on whether they wanted statehood or not and, if they did, to take the first steps towards it. Tucker, along with all other members of the council except Polly Shackleton, cosponsored the statehood referendum bill. Then he packed it off to the committee of the whole, which he runs, for a quick dose of euthanasia.

When Hobson had the gall to request that the matter actually be considered by the committee of the whole, Tucker, faced with a revolt from councilmembers, finally agreed to report a bill out. What he reported out was Hobson's bill less the sort of legislative tidying-up that a committee always does to make an introduced bill passable. There were several technical problems with Hobson's bill but Sterling left them there and presented the committee of the whole with what amounts, in legislative terms, a draft bill. Faced

with the problem of cleaning up the bill in legislative session, Hobson withdrew it, hopefully to return to the council this month. Meanwhile, Tucker had presented the council with a resolution calling for a statehood study commission but his fellow council-members expressed little enthusiasm, perhaps correctly surmising that such a commission would be second only to bottling Hobson's bill up in committee as a means of stalling action on statehood.

Angry about Sterling's machinations, Hobson wrote to other members of the council in typical fashion:

"The Chairman initialed a Committee of the Whole Report that tells us, in effect, not to support our Statehood Bill because it will be controversial, too much too soon, not politically realistic and might offend our 'enemies of Home Rule. If we are going to be politically realistic then we should all turn in our fancy license plates and go home since this City Council still serves Congress before the people I have lost my patience with those people that tell me that statehood is some sort of ultimate goal -- I have lost my patience with those who assert that an incremental, piecemeal approach, requiring more study and voter education, is the means to achieve it. I'm asking those people to get off the freedom train because they are part of the problem, and oppose us in the final analysis."

Among the people Julius would presumably like to see off the train, besides Tucker, are the eloquent wishy-washers of Common Cause and the League of Women Voters. Both these organizations have altered their former position, which was basically that the statehood movement didn't exist, to a stance of statehood sometime but not now. This may seem pitifully small movement to an activist like Hobson, but to those with more sympathy for the leisurely flow of history, the change is revolutionary. To uncover change in DC one must often approach matters with the care of a sinologist making an interlinear examination of a Peking wall poster. If we do so, we will find Common Cause on record, albeit with a string of however's, telling the city council in a quiet memo on September 22: "Common Cause/DC wants statehood for the District, and we will work to achieve it." We will find the League raising statehood to second choice behind congressional representation through a constitutional amendment. Sterling himself assures us that his actions are premised

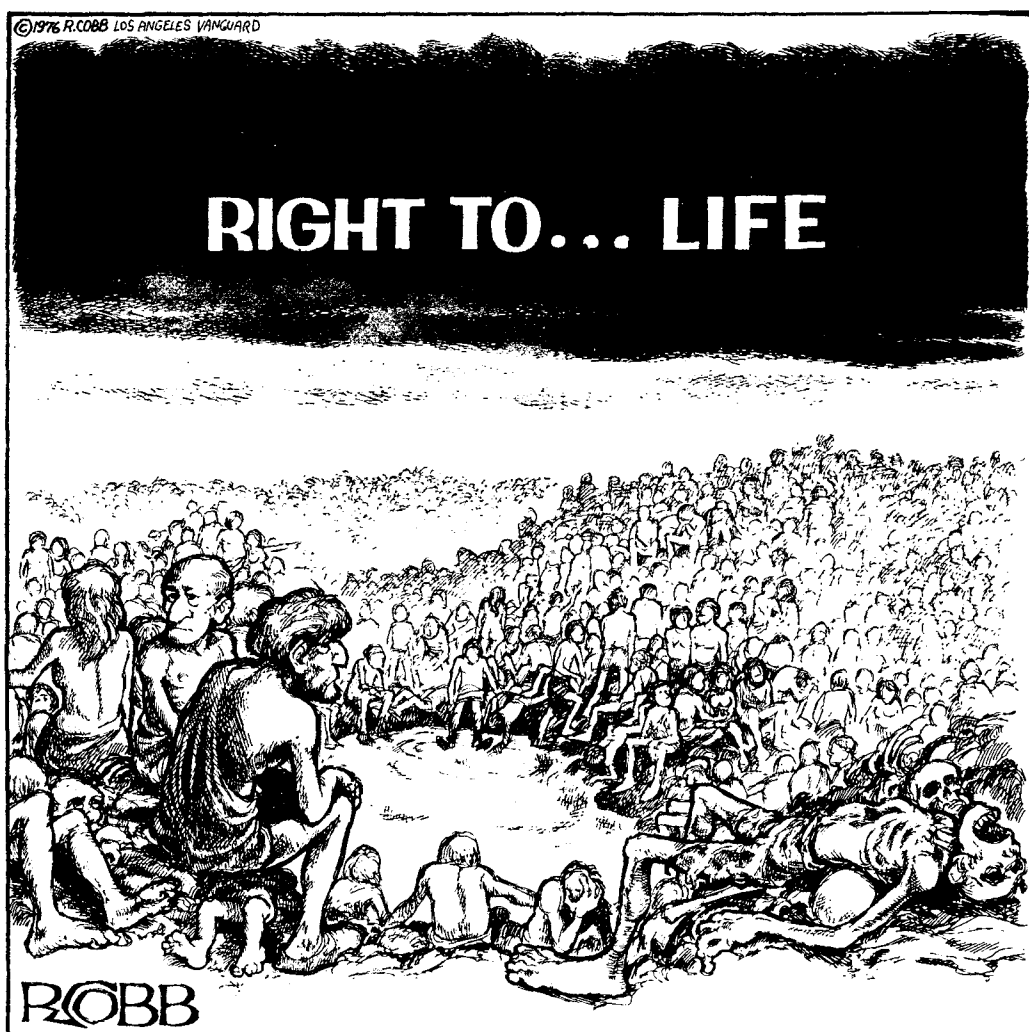
on the firm belief, that ultimately, statehood is the ideal vehicle for self-government for the District of Columbia." Even the mayor finds it an "interesting concept."

That leaves only Walter Fauntroy, Polly Shackleton, the Board of Trade and our media coldly indifferent or opposed to statehood. That's not bad progress for a new idea starting from scratch five years ago.

While the Statehood Party has had only marginal success as a political force, its founding principle has done rather well. This, of course, has been the traditional fate of third parties -- actually a more respectable fate than that of the two major parties that have built power while destroying principles. It is now permissible to support statehood in polite society, although it still won't win you more than passing mention in the Post or the Star, even if you're one of 12 councilmembers who cosponsored a statehood referendum bill. We're still a long way from sewing the 51st star in place but more and more reasonable people are joining those of us fanatics who have long felt that local autonomy meant something more than giving Walter Fauntroy a vote on the House floor.

I'M full of good news this month. For example, the Star's lead editorial of September 14. No small portion of the credit for the financial and transportation wasteland affectionately known as Metro must be given the editorialists of the Post and the Star who have been beating the drums for a subway for decades. Things haven't been going so well for the subway of late, but this has had little effect on local editorial policy, that is until a professor from the University of Pennsylvania at the request of the Washington Center for Metropolitan Studies did a report on Metro which, among other things, noted:

"It should be re-emphasized at this point that the new capital contributions agreement need not, indeed should not, specify the mileage of the rail system. It should instead specify the process whereby lines are to be agreed upon. . . . No more futile or useless battle has been, or could be, waged than to try to specify the total mileage in advance. It should not have been done in the first place; having been done it should be abandoned."



Someone at the Star read the report of the Center, which the paper described as having "never been an organization to squeal that the sky is falling." Said the Star: "Thus, when it asserts that a new study of the transit system here 'was commissioned out a growing conviction that the unfolding troubles of Metro potentially pose one of the gravest fiscal and political crises ever confronted by Washington' the evaluation should be considered somberly."

Considered somberly, the Star announced: "What the writer is saying, as we read it, is that there is not, nor should there be, anything sacred about the 100-mile system as now designed. That the full rapid-transit system must be built has become an incantation for many -- we have uttered it frequently on this page. This does not mean by virtue of a consultant's report we are ready to shrive ourselves; however, his thought is pertinent."

Editorialists never shrive themselves. What they do in extremis is say something like the above and then a few months later write, "As we have been pointing out for several months, the full system need not be built." My bet is the May 24, 1977 edition. Take it from an old Washingtonologist and Starologist, this is big stuff. An earthquake in the downtown urban renewal area could hardly presage a more major upheaval in official quarters.

Meanwhile at the Post, things are slightly more stable. Faced with what is contained in Metro's euphemistically titled "Bus-Rail Interface Plan," -- in reality a desperate scheme to save the subway by driving bus riders onto it at fare hikes as much as 100% or more -- the Post kept its cool. After citing some of the horrifying examples (implicit in the Metro plan) the Post in an October 18 editorial noted that "the basic idea behind the revamping the system is one we support -- namely, to redesign bus routes to become feeders to the rail system. Duplicating rail and bus service is costly; and in view of the staggering deficits facing the system, Metro must effect economies while maximizing revenues from fares."

The Post did not ask why Metro was so intent on destroying the bus system, nor express outrage at the fare hikes. It merely suggested that there "are cost burdens that ought to be more evenly distributed" and that suburban bus routes ought not to be terminated in residential neighborhoods, and that "now is the time for taxpayers and travelers alike to express their particular concern."

Really guys, it's a lot worse than that. It's not just a matter of particular concerns. Metro is killing reasonably priced and servicable mass transit for tens of thousands of Washingtonians in order to subsidize a gold-plated underground monster. You may not want to do penance, but perhaps Ben Bradlee could call Jack Eisen, ex-freeway flack gone underground, in for a little chat and ask him to consider somberly the possibility that Jackson Graham and Cody Pfansteil might not have been right on the button all these years. A discreet retreat might be in order to protect the paper's credibility in the face of reality. Check the Star. They're already backspacing.



WASHINGTON is not a city noted for humility in high places. Congressman Gray wanted not only fun on a houseboat but a National Visitors Center, too. The local Democratic Party, not content with eleven out of the thirteen seats on the city council, actually went to court in an unsuccessful effort to change the election laws to permit it to win the other two.

METRO CONTINUED

Let's take a few examples from Metro's new fare increase/route change plan:

The Benning Road line: The U Route has been traditionally one of the most heavily travelled in the city. In the mid-sixties, when there was a one-day bus boycott against what seemed at the time a horrendous increase in fares from 25¢ to 40¢ the action was directed against the Benning Road buses because of their heavy patronage. Now Metro proposes to end the U Route buses (which come from east of the Anacostia) at Union Station or the Stadium station. The new rush hour fares for the thousands of people coming downtown from east of the Anacostia will be between 80¢ and \$1 one-way compared with the present 40¢. Even with the roundtrip discount, the two-way fare will be \$1.20 - \$1.60 compared with 80¢ at present. If a Far Northeast resident wants to get to class at Washington Technical Institute's Van Ness Center, which would require a bus-rail-bus trip, the one way fare jumps to \$1.20-\$1.40.

The 40 Routes: The 40 routes which run from east of the river through downtown and up to Mt. Pleasant, another well-travelled route throughout the day, will be curtailed. It will still be possible to ride a through bus all the way, but the schedule will be greatly reduced forcing long waits even during rush hour. What Metro would prefer riders to do is change to the subway at Union Station and pay higher fares similar to the ones cited in the U Route example.

Metro is correct to seek the end of duplication of subway and bus service for intercity buses from Virginia, although, again, the price is unreasonably high. Many of these buses carry riders non-stop from across the bridge to a downtown location. This service can be provided faster by subway with a significant reduction in buses on downtown streets.

But intracity bus service is another matter. Subway stations are widely spaced and do not provide the convenience and accessibility of a parallel bus line. Replacing a city bus with a subway can mean additional walks of as much as a half-mile. Not only is this less convenient, it will, when combined with such high fares, discourage riders who have a choice, forcing them away from mass transit, and make those riders who have no choice suffer both in travel time, convenience and cost.

At a time when politicians talk so much about the need to get people out of their cars and onto mass transit, Metro seems intent not only to discourage such movement but to penalize those who presently use the system by making it less convenient and more expensive.

Perhaps a clue to the reason for this strange attitude can be found in a Star story about the new Metro chief, Theodore Lutz. Said the Star, "Lutz has not been a regular Metrobus rider but his wife is and she has kept him informed of conditions. 'She takes it downtown and she gives me an earful now and then,' Lutz said. 'For her... the fare isn't the critical issue. She's more interested in the quality of the ride and the civility of the service.'"

For the tens of thousands of Washingtonians who have to depend on mass transit, to whom fares are a critical issue, such an attitude at the top is grim news. It suggests a callous disregard for the mass transit needs of those who have no other choice.

And now, on top of all the other bad news, comes a report in Newsweek on BART, San Francisco's mass transit system. Says Newsweek: "...four years after BART began running, many experts are saying that the whole idea was a colossal mistake to begin with."

Newsweek cites a report by Melvin Webber of the University of California that notes that BART has attracted only 131,000 riders a day, half as many as expected: "Providing a single rush-hour ride on BART, he wrote, costs about \$6.80 vs. \$3.25 for a comparable trip by bus and \$4 in a small car. As a result, fare revenues only cover one-third of BART's costs -- and since the loss is subsidized mainly by property and sales taxes, the poor pay a disproportionate share of the costs of a system used mainly by middle-income commuters."

And, adds Webber, "the costs of buying a whole fleet of new buses sufficient to carry all BART's passengers would be under \$40 million." That's about 2.5% the cost of BART.

Our own mass transit disaster is building rapidly. Our representatives on Metro have been unconscionably quiet. Even Marion Barry, who ten years ago took to the streets to protest bus fare increases, has been busy with other matters. And if bus riders and others concerned about the city follow suit, Metro will continue to run us down, forcing us to close fire station, cut back on social services and reduce education, all in the name of a transit system increasingly affordable only by the area's most affluent residents -- the ones least likely to use it.

And Katherine Graham, not satisfied with winning against the striking pressmen now proposes to put the losers in jail.

It is reminiscent of a recent president. Still edgy after sweeping the electoral college, he moved against his "enemies" with unparalleled vindictiveness and spite.

In the case of Nixon, those who opposed his policies, were attacked by a variety of means, some of them patently illegal. The Post pursues its vindictiveness and spite with legality but the spirit is the same. The pressmen, like the war protestors, felt that an injustice had been done and some reacted to overwhelming power not with discreet wisdom but with the heat and tumult of despair. Their careers were being cancelled and if their anger was not praiseworthy it was at least understandable. It's happened before in labor disputes. As recently as the NBC strike, WRC management complained of damage to equipment, but no charges were pressed. In labor-management relations there have always been allusions to war, but there

have also been efforts at reconciliation.

Not so in the Post strike. Exaggerating the damage done, benefitting from the profits achieved, the Post, with Nixonesque meanness, has pressed its case against fifteen pressmen alleged to have caused some damage to Post equipment. It is not enough for the Post management that they should lose their jobs, that they and their colleagues should be blacklisted throughout the newspaper industry, that one of their union should commit suicide, that they and their craft should be added to the slagheap of American technological progress. In partnership with the U.S. Attorney's office, whose most recent effort has been to purge two of the few judges who might be able to win an election in this town, the Post is determined to finish the job by jailing fifteen men who only wanted to keep their employment. The Post has its increased profits, but for the Post that is not enough. And what it wants in addition is simply unnecessary, unreasonable and ugly. -- SAM SMITH

GUIDE UPDATE

To bring your copy of the Gazette Guide up to date make the deletions indicated and clip and file this section with your copy. If you would like a copy of the Gazette Guide to national and local activist organizations, send \$2.50 to the DC Gazette, 1739 Conn. Ave. NW, DC 20009.

DELETIONS

- Page 23: ADA, International Workers Party
- Page 29: Muhammad Speaks
- Page 34: ADA World, Harpers Weekly
- Page 36: Newsworks
- Page 37: Detroit Sun
- Page 45: Washington Area Fund for Life
- Page 47: National Lawyers Guild
- Page 52: National Organization for Women
- Page 58: Southeast Enrichment Center
- Page 61: Newsworks, Washington Times

NATIONAL ORGANIZATIONS

- amnesty
 - AMNESTY INTERNATIONAL
 - 200 W 72nd NYC NY 10023
- education
 - RADICAL EDUCATION PROJECT
 - Box 561A Detroit MI 48232
- environment
 - ZERO POPULATION GROWTH
 - 1346 Conn Ave NW DC 20036
 - (202) 785-0100
- international
 - WORLD SERVICE AUTHORITY
 - 1100 17th NW (#1000) DC 20036
 - (202) 466-2100
- WOMEN STRIKE FOR PEACE
- 120 Maryland Ave NE DC 20002
- (202) 546-7397
- legal
 - NATIONAL CONFERENCE OF BLACK LAWYERS
 - 126 W 119th NYC NY 10027
- new communities
 - THE UTOPIAN SOCIETY
 - c/o Storefront Classroom
 - PO Box 1174 San Francisco CA 94101
 - (415) 752-0773

politics

- NATIONAL COMMITTEE AGAINST REPRESSIVE LEGISLATION
- 1250 Wilshire Ave Los Angeles CA 90004
- ADA
- 1411 K NW (#850) DC 20005
- DC ORGANIZATIONS
 - amnesty
 - AMNESTY INTERNATIONAL
 - 5361 MacArthur Blvd DC 20016
 - 244-6022

- education
 - YES! EDUCATIONAL SOCIETY
 - 1035 31st St NW DC 20008
 - 338-7676

- funds
 - WASHINGTON AREA FUND FOR LIFE
 - 1771 Church NW DC 20036
 - 387-7955

- homosexual
 - GAY SWITCHBOARD
 - 1724 20th NW DC 20009
 - 387-3777

- justice
 - NATIONAL LAWYERS GUILD
 - 509 C NE DC 20002

- labor
 - CENTRAL LABOR COUNCIL
 - 1126 16th NW DC 20036
 - 659-8044

- volunteer
 - VOLUNTEER CLEARINGHOUSE
 - 2424 K NW 2nd Floor DC 20037
 - 333-0455

- women
 - NOW
 - 1424 16th NW (#104) DC 20036
 - 387-6895

DC MEDIA

- broadcasting
 - WHFS
 - 4853 Cordell Ave Bethesda MD 20014
 - 656-0600
 - WPFW
 - 1030 15th NW Suite 552 DC 20005
 - 223-8520
- college
 - GEORGE WASHINGTON HATCHET
 - George Washington University
 - DC 20036

- congressional
 - CAPITOL HILL FORUM
 - PO Box 8284 Southwest Station
 - DC 20024
 - 544-6312, 649-3215

- youth
 - CURBSTONE
 - 750 Park Rd NW DC 20010



CANCER CON'T

"There was an obvious sense of general astonishment...that the National Cancer Program does not appear to have accorded an adequate priority nor sense of urgency to the field of environmental chemical carcinogenesis...It would seem that the problem has been accorded a low priority...and, as far as could be judged, to absorb perhaps ten percent of the budget."

The "low priority" given environmental factors became especially puzzling in view of the President's Council on Environmental Quality's recent report, which concluded that up to 90 percent of all cancers are caused by factors in the environment most of them man-made.

Significantly, the lion's share of the cancer "cause and prevention" budget is today spent in pursuit of a human cancer virus, the existence of which remains wholly unproven after decades of study costing millions.

Mindful of this, the same subcommittee recommended a sharp cutback in viral research, noting that "a vital etiology for most human cancers is an unlikely eventuality."

Another National Cancer Advisory Board subcommittee that recently investigated the NCI's Special Virus Cancer Program concluded that "the program seems to have become an end in itself, its existence justifying its further existence."

But as the prevention vs. cure controversy begins to simmer, Dr. Rauscher, head of the NCI, indicates he will resist any significant cutback in viral research -- his own field of expertise and the centerpiece of the National Cancer Program.

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DC UNIVERSITY CON'T

resources and management skill into making those graduates more able to compete for admission wherever their talents and interests may carry them.

5. Finally, if fiscal assistance is necessary -- and I believe that it is -- the city should consider establishing a system of vouchers for higher education which would be available to all qualified graduates of the DC public schools. I am convinced that this kind of pioneering effort would do much to raise the expectations of our students and the motivation of our faculties, as well as to inspire greater confidence that our city can deal with its problems creatively.

— DONALD W. LIEF

NATIONAL YOUTH ALTERNATIVES PROJECT has published a second, completely revised edition of Stalking the Large Green Grant: A Fund Raising Manual for Youth Serving Agencies, addressed to those seeking funds for programs in the homes; education in public, private, or alternative schools; health care; employment; recreation; juvenile justice; counseling and social services; and runaways. \$5 from NYAP, 1830 Conn. Ave, NW, DC 20009.

THE FOSTER CARE PROJECT of Special Approaches in Juvenile Assistance needs foster parents to provide a supportive and caring living environment to those teenagers who feel confused, oftentimes unwanted and have no place to go. Single people, groups of adults living together, and traditional families are all needed. Call 387-8171 Mondays through Thursdays. The Foster Care Project is located at 1743 18th St, NW, DC

CHILDREN CON'T

children in anger or if we had to face the frustration of our desire as frequently and as traumatically as a child does.

True, children are often obnoxious, mean or greedy. But it's mostly in the open where we can get at it. We adults are often obnoxious, mean or greedy, but we're also far sneakier than kids. We cover our tracks much better.

Children demand that we think about things we'd rather not think about. "What if?" the child asks. It is the questions of the adult creator or inventor too, but for most of us our education has so filled our minds with what is that there's little time for what if.

On the average, children know more about joy, the proper relationship of work and play, loyalty, and the dignity and satisfaction of meeting physical needs than does the typical grownup. They have a marvelous ability to integrate myth and reality. Like the child who said before Christmas, "Bobby says Santa Claus doesn't exist. Now why'd he have to say that? Nobody asked him." Children know the importance of keeping faith and reality in their proper places.

It is alleged by some that the family is an oppressive force. For many it has been. But the alternatives are not strikingly impressive or benign either. Anyway, the family and its alternatives are not mutually exclusive and as oppressive forces go, our own families are more amenable to positive change than, say, the corporate oligarchy or the arms race. There are a wealth of models to choose from. We are not stuck with the authoritarian mold or the free-to-be-you-and-me-and-to-hell-with-everyone-else approach. We can, for example, view ourselves as guides or teachers, with the child considered neither a vial to be filled to our liking nor as a totally integrated and wise creature who happens to live with us for a while. Similarly, we need not accept our culture's peculiar attitude about adolescence, granting independence without responsibility and then complaining of the lack of responsibility.

There are many other things to talk about. Not as a crisis, or an interruption, but the honorable business of being an adult and parent, an avocation worthy of our conversation and our enthusiasm, at least equal to our vocation.

We're not as bad parents as we think we are. Most of my friend's children are fine people. I think they think so too. But it's well hidden.

We don't have to be pollyannas to speak as frankly of our satisfactions and commitment as we do of our disappointments and disillusionment. I think we can do it if we are willing to redignify the things that matter most, that are closest to us, rather than to accept external determination of our values. And making the family one of life's reasons instead of one of its crises seems a good place to start.

- SAM SMITH



Time for a parents' union

AMONG the victims of the school system's budgetary problems is the idea of community control in education. The idea had been making slow progress over the past decade: school-by-school budgeting, some local involvement in teacher selection, a formal procedure for choosing principals that gave considerable weight to local desires. But as the money dried up, school by school budgeting dried up as well and schools were told they could not seek the best teachers available but would have to take what the system had to offer from its growing stockpile of laid-off tenured staffers. For the long run, with school enrollment expected to decline for some time, this means a virtual halt to bringing new blood into the system -- the transfusion that almost everyone concerned about local education believes is necessary. Now Vincent Reed has asked the school board to waive its principal selection rules so that laid-off principals can be placed, whether schools want them or not.

Community control is not a luxury of good times. It is a right and it is the wisest course. If anything, community advice and involvement is more desirable in hard times, for it is at the neighborhood level that people can figure out how best, in that fine phrase from Down East, make it do, use it up, do without. We are the people who are the experts in making the best out of a bad deal, not the folks downtown. We've had to do it for years.

The other day, Reed complained that people want control of their schools, want to decide whether their schools will be closed, but they won't come out to hearings to protest cuts in the system's budget. It's a fair complaint. You can get so involved in saving your own tree that you forget about the rest of the woods. But it's not just the fault of local PTAs and individuals. The system has potentially the most powerful lobby in the city -- parents -- but it has failed to establish a relationship with parents that inspires them to rise to the defense of the system even when it is right. The failure to consult with parents before arriving at a teachers union contract is an example, for teacher union negotiations involve only two out of the three parties concerned. As it turns out too often, the resulting contract contains agreements between the union and the administration against the parents and children.

Some of us have been trying to talk up the idea of a parents union. Now the good folks at Friendship House are doing something about it. On November 10 at 7 pm, there will be a meeting at the house, located at 619 D SE, to discuss "Why We Need a Parent Union?" Among those speaking will be Freda Engel, coordinator of the Philadelphia Parents Union. It should be worthwhile attending if you share what Bill Raspberry recently described as a "growing feeling that parents are being left out of their children's education, that some things that parents hold dear are being bargained away while other matters of crucial importance to them aren't even brought up during contract talks."

NOTES FROM THE REAL WORLD

A NEW Wisconsin study is challenging the idea that certain ethnic groups are born with lower I.Q.'s by showing that the I.Q. scores of randomly selected black ghetto children have been raised 20 to 30 points simply by their receiving special training.

The study, conducted by Doctor Richard Heber, is known as the "Milwaukee Project." It involved the selection of two groups of forty black children at random whose mothers measured in with I.Q. scores at less than 75.

One group received special training from the moment of birth until they entered school, while the second group received normal instruction in the area in which they lived.

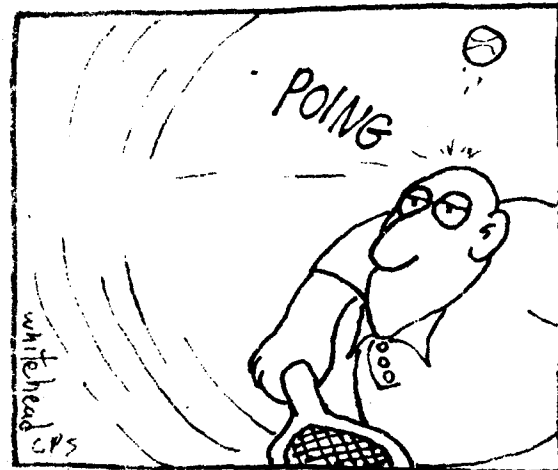
At the age of six, the children who received special training scored an average of 121 on I.Q. tests -- or about 21 points above the national norm. Those from identical backgrounds but without any special training scored an average of just 87.

Doctor Heber contends that the study proves that so-called I.Q.'s are not fixed at birth, but can be increased by training and by a stimulating environment.

A STUDY has found that nearly two-thirds of all the members of the presidential cabinet between 1897 and 1973 were influential corporate executives prior to joining the cabinet.

Sociologist Peter Freitag of the State University of New York at Stony Brook, after surveying the backgrounds of 205 cabinet members and acting secretaries, found that the overwhelming majority had been corporate directors or officers in major industries, banks, insurance companies, utilities or transportation companies.

Freitag discovered that the proportion of big businessmen in the cabinet reached its highest figure in history in the Nixon



administration when 96 percent of the cabinet members came from big industry.

Human Behavior magazine, which reported Freitag's findings, adds that after the cabinet members finished their terms, nearly two-thirds of them returned to big business.

AN 111-page internal manual prepared for the Jimmy Carter campaign instructed Carter workers on how to create crowds by stalling automobiles and how to give the candidate a halo effect when he appears on television.

One section of the book tells campaign organizers to stall cars on roadways whenever the candidate appears, in order to produce larger crowds. The manual explains: "These techniques will enable you to draw substantial crowds in a relatively invisible manner and will lead the press to believe the candidate drew the crowds."

The manual also instructs organizers to use certain kinds of tv lights from low angles to emphasize Carter's hair. It states that the right kind of lighting will produce a "nimbus effect," described later as "a radiant circle over Carter's head."

DC EYE

IF you notice any improvements in the paperwork coming out of the Mayor's office (like getting your copy of the DC Register on time) chances are that Bob Moore has something to do with it. Moore has been maitre d' of the city council's paperwork factory since 1968 and has been one of the better organized and more helpful people we've found at city hall. He has now moved over to Marty Schaller's office on the mayor's side of the District Building where hopefully he will help Schaller's allergy to ink by getting some of it out of his office to where it is meant to go.

LONG time aficionados of the city's urban renewal disaster may be remembering the excruciating days when DC's search and destroy missions were under the guidance of Thomas Appleby. Appleby disappeared to the north some years ago. Well, he's back in the news. Abc Beame has named him to be New York's Housing and Development Administration director. Beame called Appleby an "impartial professional." It looks like DC is finally returning the favor the Big Apple did for us in sending Walter Washington down from the NYC housing agency.

VOICE is the acronym for the Voice of Informed Community Expression. It's a supposedly independent citizens group that comments and testifies on city issues. But

there's an easier way for the mayor to find out what VOICE is thinking. He can walk down the hall and check with VOICE secretary Ben Segal, his own aide.



Classifieds

CLASSIFIED ADS: 10¢ a word. Payment must be enclosed with ad. Deadline: Third Tuesday of the month. Send to DC Gazette, 1739 Conn. Ave. NW (#2) DC 20009

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Far SE Pennsylvania Ave. Corridor Notes

By James Hannaham, Commissioner ANC 7B

ADVISORY NEIGHBORHOOD COMMISSION 7B GOES TO SCHOOL

The subject of education and issues relating to the need for full and effective use of local school facilities for community purposes have been receiving much attention in the ANC 7B area. An ANC 7B standing Committee on Education, Recreation and Youth Affairs was convened recently. This core group of a dozen citizens has been busy at tasks involving a variety of educational interests. The first order of business will be to educate the Committee as well as the community on all facets of the D.C. School System. This will include school policies and operations especially as they impact in the immediate ANC 7B community. A series of work shops is planned that will bring key D.C. School System professionals into the community to discuss such subjects as, school methodology, child behavioral problems in and out of school, the D.C. school budget process, school curriculum, the philosophy of education, and an overview of the D. C. System of higher education. The group is also developing an assessment of community needs, including recreation, that will be a basis for planning and implementing a comprehensive community oriented program in the special community service facilities of the new Martha Winston Elementary School.

OPERATION COLLEGE BOUND

The Fort Davis Branch Library, located at 37th St. and Alabama Ave., S.E. will host its second annual observance of Operation College Bound on November 20, 1976, from 11:00 A.M. to 5:00 P.M. The day long work shop is designed to bring together financial aid agencies (such as, HEW, D.C. Department of Human Resources and private non-profits) to advise those members of our community who seek financial aid information for college bound students. Don't miss this chance to discuss your problems with the guest consultants and pick up program materials and application forms.



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flotsam & jetsam

THE other evening we had dinner with friends back from two years spent on the other side of the world. We picked up almost where we had left off: within minutes we were discussing problems we were having with our children. Once again, as so often with my contemporaries, when children entered our conversation they came bringing trouble. Most of my friends love their children, they care for and about them, they are proud of them. But if you were to assemble a week's recordings of our discussions about our kids, you would fear to walk our streets except on rainy days when our offspring would be safely inside merely destroying their parent's homes, careers and psyches, their siblings, the family gerbil, or themselves through an excess of television-watching, whining, thumb-sucking, food-rejecting, littering, door-slamming, nay-saying, vice-experimenting or homework-forgetting.

It's not true, of course. The same people who speak so dimly of their children also expect them to become lawyers, doctors, artists, professors or child psychologists, after attending the proper succession of good schools that would never let them in if they heard what their parents had to say about them now.

Our children, though, get it no worse than what we give ourselves. It is one of the marks of contemporary educated Americans under fifty to bad mouth everything that is closest: our marriage, our family, our faith, ourselves. It's one of the things that separates us from our parents (and may one day separate us from our children). With the aid of cultural conformity, observance of tradition, disinterest in experimentation and risk avoidance, our parents secured an enviable self-confidence that was based on the premise that while the rest of the world may have gone mad, they and their social environment had not.

Absent a war, a scandal in the neighborhood or a natural catastrophe touching them, the external madness could be largely shut out. Church, family and neighborhood served as a blocking agent, just as it served as an agent controlling internal madness.

But television and psychiatry changed all that. We can now keep track of coups in African countries we can't even find on the map, get updates on the autopsies of people a thousand miles away dead after vaccination for swine flu and, if our own city failed to provide a suitably macabre murder this week, follow some substitute mayhem at the other end of the continent. Neatly complementing this avalanche of information about others, we have also been given the power to peer deep into our ids, egos, neuroses and all the other subterranean paraphernalia of our souls. But like the glut of facts from the external world, the mass of information about ourselves seems to paralyze more than help. We just seem to end up with more reasons not to vote for others or act for ourselves. We may all O.D. on data.

A refuge from this information invasion has been sought in the proliferation of new faiths and myths that attempt to reassure us, just as a burst of cults spread across Indian cultures with the intrusion of white Europeans. The Indians had the Ghost Dance and the long-nosed god complex. We have Moonies and TM and T-groups. The Earth Lodge cult professed to save believing Indians by dispatching them to underground shelters; we are saved by dispatching ourselves to a church basement to learn a new mystery recently transported from the east or to Discount Books to learn a new mystery recently revealed by Harper & Row.

We gobble up therapies, faiths and books as though happiness and salvation were just more consumer products. When they don't work, we try new ones, and with them their new jargon -- last year we were raising our

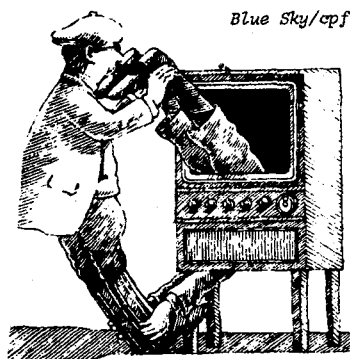
consciousness, this season we are satisfied with muddling through our midlife crisis, next spring perhaps total silence on the odd-numbered days or sex only after two glasses of grapefruit juice and a mash concocted from residue scraped from the underside of our powermower.

And how we talk about it. Our lack of fulfillment and challenge, our indecision, our search for ourselves, our need for an identity outside the home/office, our CRISIS. And what we have decided, this week anyway, to do about it.

We talk, we share -- it's helpful, you know, but before we have conquered our last fear or failure, the publishers are out with their fall list and a new crisis is upon us. We've absorbed the lessons of blacks, women, homosexuals, our middle years, our unleavened consciousnesses, our children that challenge, and the probability that we shall die prematurely of cancer, nuclear leakage or a Type A personality. My God, what more do they expect of us?

Ah, the saving They. The French discovered it long ago. They did it. Culturally approved paranoia. The key to mental health. Unfortunately, paranoia has a rather low status in America. It is acceptable for minorities and, thank God, for newspaper columnists, but the rest of you poor folks have to take the blame yourselves. You try to build protective communities of true believers, but it falls apart after the third meeting. You think that Gail Sheehy will bring us all together in mid-life, but before you understand what you're up against some of your sisters and brothers have moved on to a better crisis and the rest have forgotten what you're talking about. You struggle alone, find things make sense, and no one understands you because there's no book about it and it's never been on the "Today" show.

Could you be that wrong? Is the danger that real? I think not. After all, Indian culture was faced with physical destruction and while that danger exists for us as well, it is the siege of our minds that really has us askew.



In *Romanoff and Juliet*, Peter Ustinov says at one point: "I'm an optimist. I know how bad the world is. You're a pessimist, you're always finding out." I suspect that part of what has happened is that, in order to feed the economic needs of the information industry, we are being driven to the pessimist stance. Denied the solace of the venerable conceit that we are right and they are wrong, we are made the victim rather than the adversary of the evil, madness and doubt we find about us.

Our newly manufactured myths help us little. Many are intellectually rather than emotionally derived and fail when our hearts become involved. We are nearing the point of manufacturing a lasting gene, but we have yet to gain the ability to manufacture a myth that will survive. The best myths, despite all we have been able to change in the last half century, remain the old ones.

We have been told we must eradicate old myths and find new realities, but, in truth, our task may be quite different: to have them both and let them live in peace with each other. It is essence of profound change, of change that will not be changed next year. Blacks, for example, have recognized the importance of history to sustain contemporary demands. Strip away the hyperbole, the inaccuracies, the professions of unity where none exists, and you are still left with an extraordinary recreation of a culture whose existence was denied for hundreds of years. It will last because myth and reality have not been made antagonists.

To join myth and reality successfully

we need the humility not to assume that we can casually create myths to be used like additives to make reality more palatable. Myths are, after all, the aggregated immortality of those who preceded us. We are merely mortals. We can select, discard and reorder, but the parts must be whole if we are to be whole as well. Organized religion has understood this and that is why it will continue to have cathedrals, mosques and synagogues long after the fashionable mythmakers of the day have received their last royalty check.

Rather than expend so much energy seeking the new myths, it might make more sense to tend to the old ones. They are in an unweeded garden. If we get down on our knees and start pulling at the unwanted stems and stalks, we may discover amazing things.

Like our children. The smart money in this country has little interest in the family. It is either an unwanted interruption of more important matters or a positive obstacle to the good life. It is, in brief, another Crisis. Throughout the literature of self-fulfillment there is a current that flows visibly or under the surface: the family is to be coped with or supplanted in order to move on to something better.

Other societies and other times have seen it differently. Work as the potatoes and family as gravy. The family as a microeconomic and social unit that protected its members from the ravishes of the outside world. The family at the center.

We have attempted to free ourselves of such a primitive view, for we think we have more important business. Yet the gulf between what we remember as children wanting and needing and what we find ourselves able to do as parents is the biggest divide we may ever try to cross. It is harder than anything we will find at the office. Emotionally and intellectually, it will be, if we don't turn our backs on it, as difficult a task as we will face.

But except in the eyes of our children, it is a job of little honor. We have told women to be ashamed of it. We have told men to either ignore it or, as evidence of enlightenment, to relieve their wives of its burden and its boredom.

These are misconceptions for which we may pay dearly. A culture that treats children and family as an unpleasant interruption in its life has a bleak future.

I think that parents understand that emotionally, but intellectually we receive little support. We are told in little ways not to share the satisfactions and importance of being a parent. In sophisticated Washington, for example, it is all right to spend endless evenings volleying political clichés across a dinner table, but let someone bring up the subject of children or family as other than a crisis with which they must contend and the looks are immediate: how boring.

For my part, I don't care. The intrigues, joys, adventures and troubles of the kids on my block seem markedly more fascinating than the activities of the presidential candidates. When Jimmy Carter started telling some truths about Jerry Ford, the press spoke of his 'harsh language' and within a week he had let it be known that he was toning it down. The children in my neighborhood would not have considered it harsh -- just dull, a weak cousin of the tongue-lashings that drift up from our front stoop daily.

Yes, children are trouble and pain and disappointment. But note how they move through their own trouble, pain and disappointment. Many adults would fall apart if we said to them what we say to our

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